

Historic Steam Engine in Provo En Route To Heber for Proposed Scenic Railway Use

By **CONNIE HANSEN**
Heber Correspondent

The grand old girl has returned home to Provo after 19 years, said C. H. Nielson, member of the Wasatch National Historic Society, referring to the arrival of a 425-foot steam train into the Union Pacific depot Tuesday afternoon.

Mr. Nielson, whose society has been instrumental in getting the train back into service as a scenic train, stated that the steam engine, a Harriman and Standard 208, was named after the president of the Union Pacific, E. H. Harriman, who in 1902 consolidated five railway lines to form the Associated Railroads. During this time, the Harriman Standard locomotives were produced, being over built, as Mr. Harriman had ordered that only the best engines be produced.

Built in 1908

The steam-operated, coal-burning locomotive was built in 1908 by Baldwin, and has 57 inch drivers. It weighs 203,500 pounds and carries 210 pounds of steam pressure.

After Associated Railways was dissolved by court order, ruling a monopoly was being held, the engine passed into the hands of the Union Pacific. Most of the engines of this type were scrapped, but this one was reconditioned and put on display at the state fairgrounds in 1951.

A caboose that will be a part of the train was donated to the Wasatch National Historic Society by Brigham Young University, who obtained it from Union Pacific.

Canyon Route

The engine, caboose and four passenger cars were put on the

Garfield Western spur where they were pulled by a Union Pacific locomotive to Provo. They will be transferred to the Denver and Rio Grande Western line and continue their journey to Heber through Provo Canyon. The train will become Utah's first scenic train, patterned after the well-known Silverton-

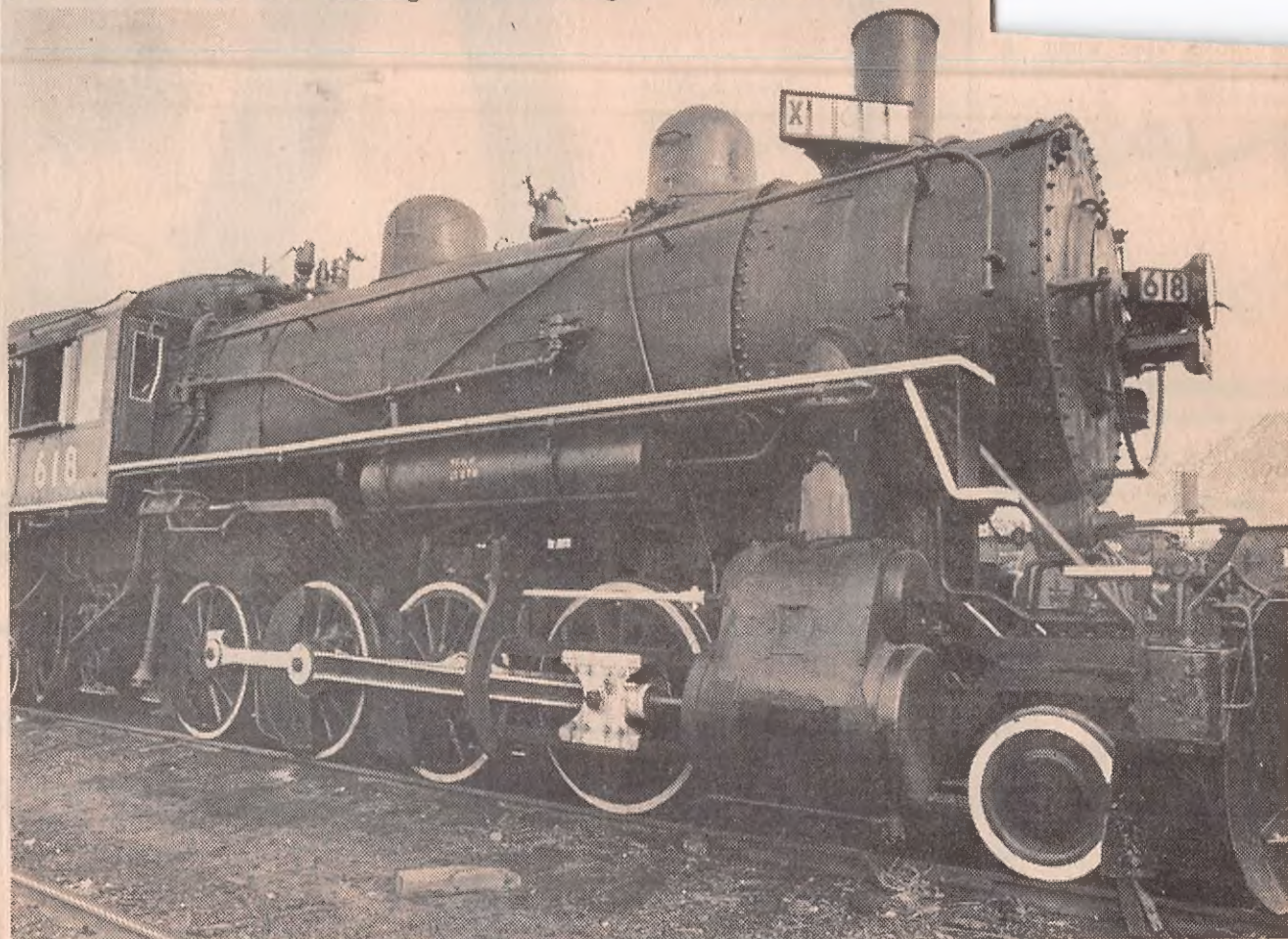
Durango Line in Silverton, Colo.

Upon its arrival in Heber, the Wasatch County Railway and Development Company will recondition the engine, and passenger cars will be repainted by company members.

The train will not leave Provo until at least Friday morning, according to district manager

for the DRGW, J. I. Hollandsworth. He said that tracks by Hale must be re-laid in order for the train to proceed to Heber, and permission must be obtained from the Interstate Commerce Commission. He expected that would be obtained by Friday. The railroad wants to

(Continued on Page 2)



Herald Photo by Phil Shurtleff

DESTINED TO BECOME Utah's first scenic train, engine 618 sits in Provo waiting to be moved to Heber for reconditioning. Four passenger cars and a caboose accompanied

the engine from the state fairgrounds, where it has been on display since 1951. The coal-burner will probably move up Provo Canyon Friday if all preparations are in order.

story about Troy, which he
printed at Bruges or Cologne
about 1474.

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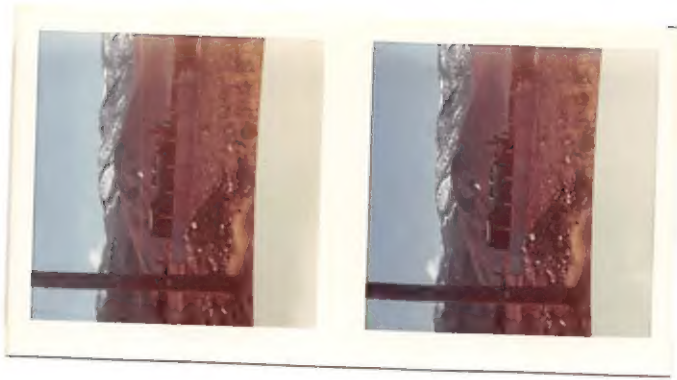
Historic

(Continued From Page 1)

be certain that re-opening the tracks will not obligate the DRGW to further service through the canyon.

Arrival of a second engine on a flat-car was expected this week, he added, and this too would be shipped to Heber.





\$108,000.

Largest sale was a new four-bedroom brick rambler at 750 E. Deerfield Rd. (6185 South), that Jay Sant, Albuquerque, bought for \$41,500.

C. Powell, Salt Lake City, was the seller. Bob Cushing, Wasatch Realty salesman, handled the transaction.

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that understanding. They're playing "catch up."

Householders are pinched. When union members get a big wage boost, persons are apt to say, "They needed it."

Voluntarism, backed by latent force, might work. And several members of the committee, in supplementary comment, said it "may be necessary to accept wage, price, and credit controls as the only alternative to continuing inflation."

That's why the report is significant.

Increasingly, people are resigned to the idea that monetary and fiscal policy, to increase employment and decrease inflation, won't do the job. One objective defeats the other.

and Lyndon B. Johnson called "guideposts."

The report was adopted by a vote of 51-to-6. But that doesn't measure the doubts within the committee. The report comprises 75 pages, 14 of which were devoted to "comment, reservation, or dissent."

Some members went along with the majority simply because President Nixon's policy of monetary and fiscal restraint has increased unemployment more than it has slowed inflation. It was as if they decided: "We'll try anything twice! Maybe Nixon's 'norms' will succeed where Kennedy-Johnson guideposts failed."

But will voluntary restraint work at this stage of inflation?

The report proposes a

toasters, and other things unobtainable during the war. People put aside their fears of a postwar depression.

Deals With Extorters

Today the committee seeks to cure the nation of its "inflation psychosis." It concludes that President Nixon's hands-off policy — his unwillingness to set standards for wage and price increases — has failed. A more positive approach is required.

Reasoning: Economic slack hasn't checked inflation. Production is down 6.5 percent from its July 1969 peak. Unemployment has risen from 3.3 percent of the labor force to 5.6 percent. Yet the latest annual increase in the cost of living index, October to October, was 5.9 percent.

The report proposes a

Livingston

Business Writer
cartoon: Man
ce surrounded by
charts. Visitor



Mr.

Livingston
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force to 5.6 percent.
Yet the latest annual
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Complete

By Robert H. W.
Tribune Business

The biggest renovation project yet in Salt Lake place at the old "car 1 and 5th South.

Involved is the redevelopment of the area into a \$5 million-dollar complex of businesses and retail shops. Owners-developers are Salt Lake City business men I. J. Wagner and Wallace A. Wright Jr.

significantly and employment inflation the "un" against inflation ment, further zation of the labor force to 5.6 percent. Yet the latest annual increase in the cost of living index, October to October, was 5.9 percent.

To Intensify Efforts

"We look on that with some concern and with a desire to further intensify our efforts in dealing with it," he said. Ziegler also said that the next "inflation alert" to be published by the Council of Economic Advisers "would be more direct and 'tougher' in pinpointing wage and price increases regarded as excessive."

Nevertheless, top administration officials have been hewing to the line that the nation still is making some progress in the fight to subdue inflation. They were heartened by the news that wholesale prices had declined 0.2 percent in November, the sharpest drop in 3½ years.

Economic News Mixed

The week's ration of economic news comprised a rather

Up and Down the From Car Up Econom

Page C-1

etus for the move-
one last week after
oor Department issued

discouraging report that
summer prices in October
and risen at an annual rate of
six percent for the second
straight month after having
field in a range of less than 5
percent during the June-
August period.

An indication that some new policies may be forthcoming from the administration to deal with cost-push inflation was contained in the statement of Ronald L. Ziegler, the White House press secretary, after the latest consumer price figures were announced.

tizing was the stro
in consumer price
drop in durable goods

None of it should
especially surprising
some extent, the d
ed the impact of t
Motors strike that h
is. There will it
ripples until the g
tive producer reu
production some t
ember.

The impact of th
this point, however
greater than mos
had expected.

Exaggerated

It exaggerated t
in October's industr
tion (2.3 percent) at
major influence in
cent decline in dur
orders last month.

But, by depressi
economic activity
feeling business
spending plans, it
facilitated the dec
it demands and b
duce the deep and
lowering of interest
Despite the pote
recovery that ex
economy once GM
to full production,
omists within the
and outside have
calling a more exp
etary policy to
growth and reduce
ment. They argue
enough slack, with
operating around
of capacity, to
step-up in the mon
without fear of
inflation.

Tight Rein by

DESTINATION: HEBER CITY

Old 618 Begins To Roll

30 Nov 1970

By JAN PADFIELD

Desert News Staff Writer

Wasatch County's tourist railway through scenic Provo Canyon took a giant step forward Sunday with whistle blowing, bells ringing and the crowds cheering.

Old Engine 618, built in 1907, rolled onto Salt Lake-Garfield (Saltair) Tracks preparatory to a trip to Provo for firing, then onto the tracks of the old "Heber Creeper" to Heber City.

Owned by the Promontory Chapter, National Historical Railway Society, Salt Lake City, the relic has been on display at Utah State Fairgrounds since 1951. Leased by Wasatch Railway Museum, the steam engine will provide transportation on a daily run between Olmstead, near Bridal Veil Falls, and Heber City, according to J. R. Edwards, museum president.

'GOOD AS NEWS

"She is in beautiful condition — good as new," said members of the two rail groups who have worked as "section hands" in disagreeable weather for the past three weeks.

They have laid 30-foot sections of track in front of the engine, moved it forward by compressed air and then have taken the rear section of rail to the front, repeating this process in sequence to move it the mile from the fairgrounds to the Salt Lake-Garfield tracks.

Today or Tuesday a Union Pacific engine will take it to Provo where it will be fueled with coal and water, fired up and tested for the initial trip expected to be within two weeks.

FAMED BALDWIN

Baldwin Locomotive Works manufactured old 618 when the great railroad empires were built. One of the famous Harriman Standards named for the president of Union Pacific, Southern Pacific and several other lines, it was used for general freight and light passenger service.



J. R. Edwards, left, and Charles H. Nielsen check out "Old 618."

In addition, Wasatch Railway Museum owns four other antique locomotives, including a Mikado 2-8-2, retired by Pacific Lumber Company in Skandia, Calif., and a Mallet articulated engine, one of six left in the world and formerly used as a logging engine in the Northwest.

NEED LOVING CARE

"These steam locomotives have to be pampered — they are just like living things,"

said Charles Nielsen, Salt Lake City, vice president of the Promontory group.

"They respond to loving care, selected fuel, cleanliness, even regular exercise, and in return they work like giant iron horses."

There's no doubt about the love and devotion involved. Some of these men have spent more than \$5,000 of their own money and countless work hours for the past two years, hoping to revive the dramatic

and colorful era of the steam locomotive.

UNTIL APRIL '72

Things looked dark until last Sept. 22, when members of the State Road Commission agreed to reject bids previously opened for dismantling and salvaging the old Denver Rio Grande Western right-of-way down Provo Canyon, allowing the buffs until April 1, 1972, to prove the feat. See **LOCOMOTIVE**, Page B-12

Locomotive 618 Creeps Along

Continued from Page B-1

sibility of the tourist project.

The Mikado engine will soon arrive in Provo aboard a special deep-well flat car. It will be lifted onto the track by Geneva Steel's heavy-duty crane.

All engines will be displayed at Heber City, but will also be in use along with passenger cars and an old wooden caboose which is now being rebuilt.

The route cannot operate, however, until the Interstate Commerce Commission grants permission, said Dr. R. R. Green, Heber City, vice president of Wasatch Mountain Railway Corporation, financing the venture. The railway museum is a nonprofit organization furnishing the rolling stock. Financial responsibility is assumed by the railway corporation whose membership is primarily Heber City businessmen.)

Repairing and reconditioning trackage has also kept this Wasatch County group busy. New ties and rails have been

installed, cuts and fills repaired, a bridge across Provo River rebuilt and clearance problems worked out. One section crew was hired by the railway association and a second crew was made up of volunteers from the railway museum and the Promontory Chapter of the National Railway Historical Society.

November 1970 Sunday Monday Tuesday Wednesday Thursday Friday S

1

To be Done
in Nov 70

Basic Track
Repair &
Mtce.

618
Engine Work
To Prepare
To Move

Move #618
Engine onto
Western & Garfield
Siding 11-14 & 15-70

Assemble
all cars
Engine &
Caboose
from Ogden & Provo

Move 1st
Train up
Provo Canyon
Frank O'Brien
Materials into
Heber

2

9

Got Glen Allison
Started on Roller
Coaster track.

Pulled out 9 Ties
at 16 Deer Creek Dam
9 Ties into Charleston
(Fish plant) area
Dynamite Rock work
Final measure Ties

23

Salvage all ties
Ties
Electricity
into Depo.
Inde

30

Tuesday

3

Tried to Get
Dean Bates
Full Time
Ans - No Mr.
Harry McMillan

10

Roller Coaster fine
Re-Tamped Deep dip
above dam.
gravel car broke down
Need Southon Road
Base

17

Boon on
Ordered Special Ties
all Rock above dam
out.
6 Ties in near
crossing.
Howe to 12th
Glen.

24

Ties

Wednesday

4

5 Pledges to Pres Call
RR Meetin
Howe's Office
Work on #1
shallow dip above
Dam. Ordered Ties
obtained old Army
County Dump
Truck - got it
Running - Ed Mc L.
& Dennis & Jim Berry

18

Trestle Ties
all Rock above dam
out.
6 Ties in near
crossing.
Howe to 12th
Glen.

25

Ties

Thursday

5

12

Rain - Snow
Fine shallow Dip
Work on Rock
11 Ties in
at 2nd
Dip above
dam.

19

Howe's Office
Start on Dingle

26

Thanksgiving

Friday

6

13

Get Rock off Tracks
above Dam
Letter to Lowe Ashton
8 in and 2 out
in 2nd dip above
dam.

20

Salvage old ties
Clean up -
all ties
Replaced

27

and is able to return to school.

Remarks:

02.1.12

November 1970

Sunday

Monday

Tuesday

Wednesday

Thursday

Friday

Saturday

1

2

3

4

5

6

7

To be Done
in Nov 70

Basic Track
Repair &
Mtce.

✓ 618
Engine Work
To Prepare
To Move

Move #618
Engine onto
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Siding 11-14 & 15-70

Assemble
all cars
Engine &
caboose
from Ogden & Provo

Move 1st
Train up
Provo Canyon

Frank O'Brien
Materials into
Heber

8

Get Glen Allison
this week
1 man 3 days
2 man 3 days
1 quarry

15 Sunday

#618 Engine
Moved 1 city
block on
Fairgrounds

22

29

9

Got Glen Allison
Started on Roller
Coaster track.

Pulled out 9 Ties
at 16 Deer Creek Dam
9 Ties into Charleston
(Fish plant) area
Dynamite Rock work
Final measure Ties

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Salvage all ties
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Need 50/ton Road
Base

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6 Ties in near
crossing.
Howe to work
known.

24

Ties

3

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Dean Bates
Full Time
Ans - No Mr.
Harry McMillan

11

5 Pledges to Prescott
RR Meeting
Howe's Office
Work on #1
shallow dip above
Dam. Ordered Ties
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Running - Ed. Mc L.
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Fine' shallow Dip
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11 ties in
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Kind narrow
Start on Dingle

26

Thanksgiving

13

Get Rock off Tracks
above Dam
Letter to Lowe Ashton
8 man 2 days
in 2nd dip above
dam.

20

Salvage old ties
Clean up -
all ties
Replaced

27

14

21

28

Ed Jones

1:30 P.M.

~~11-28-70~~

11-28-70

Wanted Ride
on Dinky.